

## CLAIMS

[1] A hybrid vehicle comprising:

an engine (E) having a crankshaft (15);

a transmission (T) that has an input shaft (16) joined coaxially to the crankshaft (15) and an output shaft (17) disposed in parallel to the input shaft (16), and is capable of changing the gear ratio between the input shaft (16) and the output shaft (17); and

a generator/motor (M1) that is disposed at a position sandwiched between the engine (E) and the transmission (T) and a position off an axis (L) of the input shaft (16), and transmits its driving force to any position of a power transmission pathway between the output shaft (17) and a differential gear (19);

the vehicle being capable of traveling by means of either one or both of the driving force of the engine (E) and the driving force of the generator/motor (M1).

[2] The hybrid vehicle according to Claim 1, wherein the generator/motor (M1) is disposed coaxially with the output shaft (17).

[3] The hybrid vehicle according to either Claim 1 or Claim 2, wherein a starter motor (M2) that can crank the crankshaft (15) is disposed at a position sandwiched between the engine (E) and the transmission (T), and at least parts of the generator/motor (M1) and the starter motor (M2) overlap each other when viewed in a direction perpendicular to the axis (L).

[4] The hybrid vehicle according to Claim 3, wherein the starter motor (M2) is disposed coaxially with the crankshaft (15).